MEETING SUMMARY

The first of three SR 3 Route Development Plan (RDP) public meetings was held March 24, 2004, 6:00 PM at the Kitsap Memorial State Park Log Hall.

Approximately one-hundred twenty citizens attended the first public meeting. Lynn Hakes, project manager, explained the purpose of the study, location and features of the study route, Washington State Department of Transportation (WSDOT) funding programs, and how WSDOT quantifies safety and congestion issues. After the presentation, the attendees were invited to join one of four workgroups to identify features that they liked and disliked about the study route as it now exists. The information collected from these work groups will be used by the study stakeholder committee and WSDOT staff to help in creating a vision for the route, determining the goals and objectives to support that vision, and for use in identifying issues and solutions for future development. The information generated by each work group is included in the WORK GROUPS section below.

STUDY PURPOSE

The purpose of the study is to develop a vision of how SR 3 will look and function in the year 2030, and what types of projects, activities or coordination will be necessary to support that vision. The study is the first step in how WSDOT establishes projects to compete for funding in the future.

A Route Development Plan also provides a coordinated planning opportunity between WSDOT and the affected jurisdictions. The RDP also communicates to others needing access to the highway, such as developers, businesses and adjacent property owners, what the department's intentions are for the future along the route.

STUDY LOCATION AND FEATURES

The segment of SR 3 that is being studied is between the SR 305 interchange and SR 104 at the Hood Canal Bridge. The highway is a primary arterial, an important commuter and freight route to and from the Olympic Peninsula. It is a two lane highway where people expect to travel at relatively high speeds. It is also a part of the National Highway System, meaning that the military recognizes it as important to national security.

The highway carries a significant amount of through traffic. It has several major intersections where entering and exiting traffic causes conflicts and delays for those traveling on SR 3, as well as private and business accesses in some areas. The route currently has one traffic signal at the intersection of SR 104.

WSDOT has one project currently scheduled for this segment of SR 3. It is a pavement overlay project through the WSDOT's preservation program. The resurfacing will not result in widening of the highway. The existing guardrail will be upgraded. There will also be some curbing added near a business at Tytler Road.

IMPROVEMENT CATEGORIES

WSDOT's improvement program has several categories in which projects may be recommended through the RDP.

Mobility projects are those projects that are designed to help traffic move more efficiently. An example would be the addition of travel lanes. They could also be projects that move people more efficiently, including enhancements for transit or vanpools.

Safety projects are those that modify the highway to increase safety. Example of safety projects would be modifying a curve to improve sight-distance and signalizing or channelizing an intersection.

Economic initiatives would be freight or business priorities and tourism or recreational projects. Such projects may include truck climbing lanes, better signing, bicycle improvements, and scenic pull outs.

ENVIRONMENTAL

There are five culverts that have been recognized as fish passage barriers on this segment of highway. One of those culverts, the one that conveys Spring Creek, prioritizes high enough to be included in WSDOT's six-year program for fish passage barrier removal, and funding has been requested for the 2005-2007 biennium.

WSDOT staff is aware of several environmental elements which would need to be taken into consideration along the route, such as wetlands identified in the National Wetland Inventory and Breidablick Chapel which is listed on the Washington Heritage Register. The members of the public can help WSDOT identify any other environmental issues of concern along the route.

ACCIDENT DATA

WSDOT tracks accident data and identifies locations where there are accidents greater in number and severity as compared to similar routes. A High Accident Location, or HAL, is generally less than one-quarter mile long. A High Accident Corridor, or HAC, is generally more than one mile long.

The study segment of SR 3 has two identified HACs, from MP 54.21 to MP 57.70, and from MP 59.21 to MP 60.02. The figures below show the number of crash incidents at each major intersection, and the number of crash incidents per mile in the segments between intersections.

View accident graphs

Highway congestion is expressed by what is known as Level Of Service, or LOS. LOS is identified by letter, from A to F, with A being the least congested, where cars can travel

at faster speeds and not be stuck following others. LOS is a measurement of the travel speed of a vehicle and the percent time it spends following other cars. Right now, during the hour in the afternoon when traffic volumes are heaviest, the study segment of SR 3 is operating at a level of service of D from Big Valley Road to SR 104, and a level of service of E from Big Valley Road to SR 305. The goal LOS for a rural highway such as SR 3 is C. WSDOT has also studied the turning movements at the major intersections, and found those closest to Poulsbo to be the most congested, with the delay of the traffic trying to turn onto SR 3 being the longest at Thompson Road and Pioneer Hill Road. The current level of service for SR 3, the level of congestion at major intersections and the locations of the high accident corridors are shown on the map below.

View 2000 Traffic Condition Map

WORKGROUPS

The meeting attendees were invited to join one of four work groups to identify things they liked and things they didn't like about SR 3 as it exists now. The results of the workgroups are attached below.

View results for Work Group A
View results for Work Group B
View results for Work Group C
View results for Work Group D

NEXT STEPS

The stakeholder committee will meet Tuesday, April 13th to review the lists of likes and dislikes generated during the public meeting, develop a vision for the route, and determine the goals and objectives to support that vision.

In May the stakeholder committee will be meeting to prioritize issues, establish evaluation criteria, and build solutions.

In June, the second Public Meeting will be held to report the work of the stakeholder committee regarding these issues, and receive comments and input.